respective rolling elements 4 and raceway surface 3a remain unchanged. Therefore, variations in the above-mentioned load acting on the rolling body 4 cause slight slippage between the mutual contact surfaces of the raceway surface 3a and rolling body 4 and thus, in case where the rolling body 4 collides repetitively with the raceway surface 3a at the same position, there occurs fretting which gives rise to local wear on the raceway surface 3a. This local wear causes strange sounds and reduces the life of the bearing. Or, due to worn powder produced in the local wear, the life of the grease can be shortened.

Page 4, delete the first full paragraph and insert therefor:

The invention aims at eliminating the above-mentioned problems found in the conventional rolling bearings. Accordingly, it is an object of the invention is to provide a rolling bearing which, with no relative rotation between inner and outer rings, can be used on receiving a rotation load, wherein there is eliminated a fear of incurring the complication of a process for manufacturing the component parts of the rolling bearing, fretting can be prevented inexpensively and positively, generation of strange sounds and reduction in the life of the bearing due to local wear caused by such fretting can be prevented, and reduction in the life of grease due to worn powder produced in the local wear can be prevented.

Delete the paragraph bridging pages 4 and 5 and insert:

In attaining the above object, according to the invention, there is provided a rolling bearing structured such that a plurality of rolling elements are held between inner and outer rings by a retainer, grease is sealed in by a seal, a rotary body with the outer ring fitted therewith and a shaft with the inner ring fitted therewith can be connected together by a clutch mechanism, and, when the rotary body and shaft are connected together by the clutch mechanism, with no relative rotation between the inner and outer rings, the rolling bearing can be used on receiving a rotation load, wherein an initial radial clearance between the inner and outer rings is set in such a manner that a bearing effective clearance when the bearing is incorporated between the rotary body and shaft provides a positive value.

Delete the paragraph bridging pages 5 and 6 and insert:

A5

Also, in case where the clutch mechanism is held in the on-state, the rotary body and shaft are connected together by the clutch mechanism in such a manner that they can be rotated integrally, so that there is no relative rotation between the inner and outer rings of the rolling bearing.

Page 6, delete the first full paragraph and insert:

A6

However, even in case where the inner and outer rings of the rolling bearing rotate together, i.e., with no relative rotation, since the bearing effective clearance in the radial direction is previously set at a positive value, as shown in Fig. 3, the rolling elements, correspondingly to the rotation of the inner and outer rings, shifts not on the actual raceway surface of the inner ring but on a virtual inscribed circle shown by broken lines in Fig. 3. In other words, as shown by the arrow marks (A) - (E) in Figs. 3 (a) - (e), when the rotation load direction moves with the rotation of the inner and outer rings, due to the difference between the circumference length of the virtual inscribed circle and the circumference length of the actual raceway surface of the inner ring, the contact position of the rolling element with the actual raceway surface of the inner ring gradually shifts counterclockwise in Fig. 3.

Page 6, delete the second full paragraph and insert:

A7

Therefore, as described above, also in case where the inner and outer rings of the rolling bearing are driven or rotated with no relative rotation in the clutch-on state, there can be prevented fretting in which the rolling element collides repetitively with the raceway surface of the inner or outer ring at the same position thereof.

Page 12, delete the second full paragraph and insert:

A8

In the clutch-off state shown in Fig. 1, a rotation force input to the rotary body 6 is not transmitted to the shaft 8, but the outer and inner rings 2 and 3 of the rolling bearing 1 can be rotated with respect to each other. On the other hand, in the clutch-on state shown in Fig. 2, since the rotary body 6 and shaft 8 are rotated integrally due to the rotary force input to the rotary body 6, the relative rotation between the outer and inner rings 2 and 3 of the rolling bearing 1 is zero.